GRUMMAN plane news

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Make key improvements in Investment Plan for '77

Some new ideas have been introduced into the Employee Investment Plan to up-date and improve membership benefits. These changes, approved by the Grumman Corporation Board of Directors, will become effective on January 1, 1977, and include:

- Reducing the company-service eligibility requirement to three months for matching company contributions;
- A matching company contribution that will range between the present 50 percent level up to 100 percent as a function of company performance;
- Immediate vesting of company contributions by participants;
- An allowance for a once a year withdrawal of employee contributions without any penalty, provided the funds have been part of the Plan for at least two full Plan-years;
- A reduction of the penalty suspension period for all other withdrawals from six to three months and the suspension of only the company's contribution within that period.

Eligibility requirement: As the Plan exists now, after only three months with the company, an employee may participate in the Investment Plan. After the member has been working for the company at least a year, the company contributes matching funds to the employee's investment. The company contributions are made in the form of Grumman Common Stock and are held by the trustees for the participant's account. However, after January 1, 1977, the company will make its matching contributions when the eligible employee joins the Plan after the three month waiting period from hire.

Ranging matching contribution: With the start of the New Year, the company's matching contribution on the first four percent of a member's contribution will range from 50 percent up to a 100 percent. What the match will be at any time depends on the company's performance. At the beginning of each quarter of the year, the percentage of the match will be posted on NEWSBOARD. So, for example, in the beginning of January the percentage amount will be announced for the first quarter of the year 1977. This amount will be based on the four quarters preceding it, beginning with the last quarter of 1975 and including the first three quarters of 1976. The immediate quarter preceding any announcement will never be included because the figures for the company's performance in that quarter will always be in the process of completion.

Immediate vesting: While the company presently makes matching contributions to members' investments, employees must remain on the job for two to three years before they are vested in these company contributions, which means that their right to these company contributions is unforfeitable. Starting next year, however, members will be vested in company contributions made to their fund as soon as the company makes them.

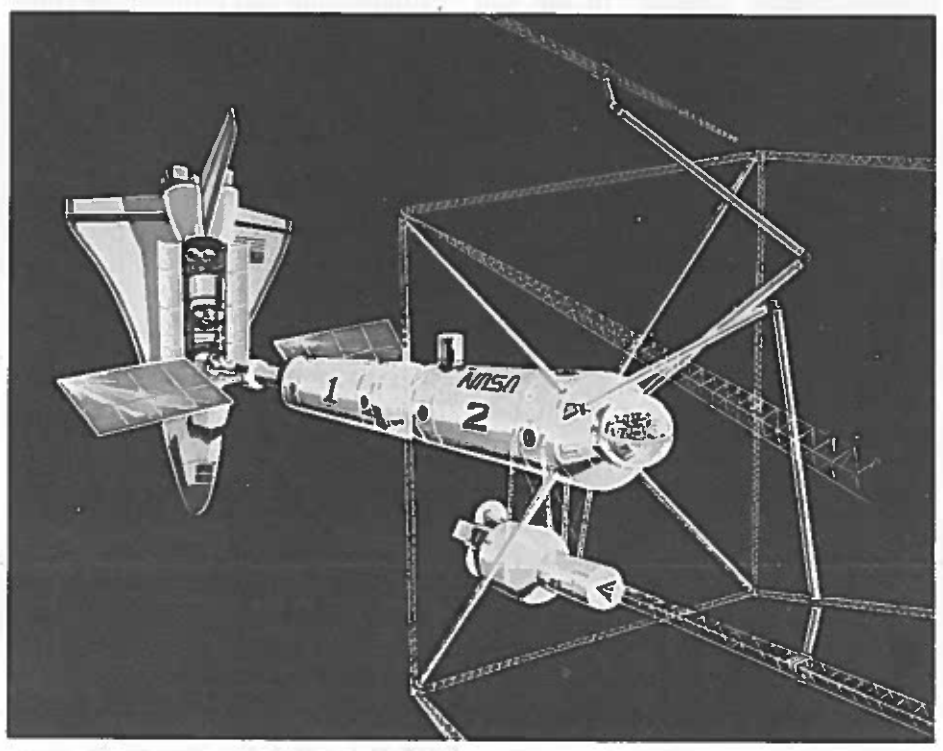
No penalty withdrawal: Members will be able to withdraw money from the Plan under more favorable terms next year. Should they withdraw only their own contributions, or their value if lower, and not any earnings on them or any increase in their value, there will be no suspension penalty from the Plan for the withdrawal of these funds, provided the employee contributions have been in the Plan for two full Plan-years or longer (aged funds) and there has been no withdrawal for at least one year preceding. Under the same conditions today, a member may not make any contributions to the Plan for a period of six months after withdrawing funds from the Plan and also loses the company matching contribution.

Reduction of the suspension period: Starting in January '77 members may withdraw unaged funds and suffer only a three month suspension of company matching contributions. During the time of the suspension, however, they may still continue to make their own contributions to their account. As of now, when members make such withdrawals from their accounts, they cannot make any contributions for a period of six months.

Not only has the Board made the changes mentioned, but it's looking ahead to make other improvements in the future. One idea it's investigating is the possibility of participants making loans against their investment in the Plan and keeping that investment intact — somewhat like making a passbook loan in the bank.

According to Kay Trestka, Investment Plan administrator, brochures will be sent to all employees shortly, informing them of the changes to take place in the Plan on January 1, 1977. Also, non-participating employees will receive application cards for Plan membership soon. For further information please contact Kay Trestka on Ext. 7250.

Speaking about changes to take place in the Employee Investment Plan, Board Chairman Jack Bierwirth said, "We've introduced these new ideas into the Plan to make it more attractive, especially to the young people in our company. It will provide them with a good return on their investment and help them start now to prepare for their future financial security. Also, we hope everyone will become a Plan member so the people who make Grumman what it is, will own it. When people own their company, they're working for themselves, in effect. The better the company does financially, the greater the return on the Investment Plan, and the greater the possibility of an increase in the value of Grumman stock. That's a pretty good inducement."



Future construction site. As part of its space station systems analysis study for NASA, Grumman has developed this concept of a space construction base. Such a base would be capable of building test articles to study the feasibility of space solar power in addition to performing manufacturing and science missions. In the above rendering by Jim Rodriguez, a metal girder is being produced in the manufacturing module beneath module number two, while a manipulator arm on port side assembles a solar power test structure.

people

Lewis Stoffel of Plant 2 and Skip Conlon of Calverton Ops Resources are both proud of their daughters, and with good reason. Lewis' daughter, Margaret Anne, is presently enlisted in the Peace Corps and is stationed in Kuala Lampur, Malaysia. As a civil engineer (graduated from Cornell with a masters in 1976) Margaret expects to be doing field work in water and land control, dams, and irrigation.

Skip's daughter Laura has stayed a little closer to home. The 13 year-old recently "placed" in the 100 meter freestyle and 200 meter individual medley events in the N.Y. State swimming championships.

On the trail

Basil Leftheris of the Research Department, Plant 35, and Bob Kopping, Manufacturing Engineering Liaison, Plant 1, celebrated the bicentennial year in a special way by taking their Boy Scout troop on a long planned trip to Cimarron, New Mexico, and on a visit to Philadelphia. So, the troop had the opportunity of learning something first hand both about the natural wonders and the historical past of their country.

At the 214 square mile Boy Scout ranch at Cimarron, they hiked more than 100 miles over mountainous terrain of the Sangre de Cristo range with 40 pound packs. Leftheris says the boys did well on the trek because they got ready for it with two months of daily jogging. High point of their trip was scaling Mount Baldy, which rises 12,441 feet above sea level. Besides the adventure of hiking in the great western outdoors, he says the expedition afforded members of troop 125 of Commack an opportunity to share and contribute to reaching a goal.

After the western venture, 125 scouted the historical landmarks of Philadelphia and through the courtesy of the Fourth Naval District were lucky enough to be weekend guests at the Philadelphia Naval Base.

Hear now the news . . .

It was a change of scene for Roger Grimsby, one of the headliners on Channel 7's ABC news team in New York. He was at Calverton with a film crew to do a TV segment on test pilots a couple of weeks ago, and part of the assignment was to watch as Grumman Chief Test Pilot Chuck Sewell put the F-14 Tomcat through its paces. And what better way to get a bird's eye view of another guy going through his daily chores than by observing that individual in his own working environment.

Grimsby did just that and viewed the Tomcat's progress through the skies from an unusual vantage point—high over Long Island in the back seat of another F-14 piloted by Cdr. John Donis. How did Grimsby, shown at right in the accompanying photo with Sewell, react to his first flight in a supersonic jet? "It was a beautiful day, a big thrill, and I enjoyed myself. Of course, I learned something about the plane, too. I was impressed."

(Photo by Carl Lassig)

Appointments

Among those who recently received changes in assignments were: BETHPAGE OPERATIONS—Nathan Anello, deputy director, Material Management; Roy Erickson, Plant 27; and James Gillis, Plant 36, both appointed plant manager; in BUSINESS DEVELOPMENT—Charles Dragowitz, Eglin Air Force Base, Fla.; and William Evans, Wright-Patterson Air Force Base, Ohio, both in Advanced Systems Technology, both men are responsible for coordinating technical development data interchanges and developing a base for future efforts of mutual interest; in SECURITY & PERSONNEL SERVICES — George McNally is appointed supervisor, Field Administration & Liaison, West Coast, responsible for all FA&L activities; DEPARTMENTAL OPERATIONS — Robert Watson, engineering manager in the Engineering Department, F-14 Program; and George Hall, group head, Project Planning in Integrated Logistics Support; and in OPERATIONS QUALITY — Hector Azzaro, supervisor, Machine Parts Inspection.

calendar

Aikido Club: every Mon. & Wed., 5:15 p.m., Pl. 35 cafe; Japanese Martial Art; L.I. Aikido Federation; all guests welcome. Bob Bauman, x3886/Mike Stock, x84014.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, classroom 1; closed meetings. Personnel Relations, x3521; **Calverton:** every Mon., 4-5 p.m., Pl. 8 trailer.

Amateur Radio Club: Wed., Nov. 17, 5 p.m., radio shack roof of Pl. 5; local chapter; election of 1977 officers; guests welcome. Skip Courtney, x2536

American Institute of Industrial Engineers: Wed., Nov. 10, 8 p.m., C.W. Post College, Greenvale, Hillwood Commons Lecture Hall; Chapter 66, L.I.; guest speaker: Dr. Eugene Homer—"Material Requirements Planning;" reservations required for buffet dinner; all welcome. John Cosenza, x7498.

Chess Club: every Tues., 5 p.m., Pl. 30 cafe; guests welcome.

Coin Club (Calverton): every Fri., 1st lunch period, instrumentation conference room, Pl. 6; visitors welcome.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. Sid Stone, x6483/Frank O'Lear, x7336.

Fencing Club: every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, x86048.

Folk-Dancers Club (Calverton): every Tues., Thurs. lunchtime, receiving area, Pl. 6; all welcome. Virginia McGoey, x517-6770.

GACE Flying Club: Fri., Nov. 12, Pl. 28 auditorium; regular meeting; safety lecture; all welcome. Larry Hahn, x515-3389.

Grumman Cycle Touring Club: Mon., Nov. 8, 5 p.m., Pl. 28 auditorium; election of 1977 officers; Sun., Oct. 31; 35-mile ride from Massapequa Park.

Grumman Dance Club: Thurs., Nov. 4 hustle lessons, Nov.11/Dec.2 cha-cha, 5-7 p.m., Pl. 28 auditorium; all welcome. Marvin Brown, x515-3777.

Grumman Family Campers: Sun., Nov. 7, 5 p.m., Pl. 3 cafe; monthly meeting; guests welcome. John Cornacchia, x515-3625.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. Ray Muntz, x86101.

Grumman Scuba Divers Club: Wed., Nov. 10, 6 p.m., Chateau Restaurant; all welcome. Cindy Schlicter, x7414.

Grumman Toastmasters Club: Wed., Nov. 3, 5:10 p.m., Pl. 25 conference room 1C; local chapter; regular meeting; guests welcome. Tom Smith, x3533.

Karate Club: every Mon., Tues., & Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise & self-defense; GRU employees & families welcome. Hy Dreksler, x86812.

Society of Manufacturing Engineers: Mon., Nov. 1, executive meeting; Mon., Nov. 8, guest speaker: R.L. Warren, General Electric—"Metal Removal"; both held at PINY, Rte. 110, Farmingdale, 7:30 p.m.; guests welcome. Bob Lamana, x3947.

Society of Logistics Engineers: joint meeting with AIAA; Tues., Nov. 30, 5:45-9:00 p.m., Holiday Manor, Bethpage; Chapter 1, Dist. 10; guest speaker: Gen. F.M. Rogers, USAF Commander of The Air Force Logistics Command, Dayton, Ohio; all welcome. Norm McDowell, 752-3448; **work shop:** 5:00-5:45 p.m., Manor Room, Holiday Manor; "Preparation of Technical Papers;" next CPL class Nov. 1, 5:30 p.m., Pl. 28.

retirees

On behalf of their fellow workers, PLANE NEWS salutes the following men and women on their contributions to the company and on behalf of their co-workers wishes them well in their retirement. Those who retired in October were:

Joseph V. Argo (34), Vincent J. Alese (3), Paul Asmussen (11), Anthony A. Bambino (2), Arthur E. Baxter (3), Frank A. Bernacki (40), Carlo Bonavito (5), Robert D. Breuer (3), John Castelluccio (27), George DeOstiguy (25) William R. Everette (2), Angelo L. Galgano (3), Carl J. Giuffre (43), John P. Hake (30), Richard M. Hawkins (6), Winifred Hores (2), James W. Kee (2), George Laduzinski (3), Hosea V. Lee (3), Edward P. MacLeod (12), Lanning P. Mersereau (6), James J. Moynihan (27), Henry J. Piasta (3), Constanto F. Piazza (2), Richard Poss (18), George E. Ryder Jr. (3), James S. Steele (2), Godfrey Tonnesen (36), Lawrence J. White (17), Grant Wright (2), and Joseph A. Zimmer.

Begin training on phone system

Telephone communications at Grumman have come a long way from three-digit extensions in the 40's. On December 18, Bethpage employees will be switched over to the latest telephone system on the market. The new system, which is already in effect at Calverton and Great River, offers such features as "consultation" hold, transfers without operator assistance, and conference calling.

According to Al Zoitke, manager of Telephone Services for Grumman, the new communication system will provide the fastest, most efficient and economical telephone system available today.

Shortly, many Bethpage Grummanites will be contacted by their department administrator to attend a special training session. In addition to featuring an in-house audio-visual production, the training session will also include distribution of material to send to regular contacts advising them of new telephone numbers.

ERDA studies GAC sensor for airborne uranium surveys

During the height of summer season, three Grumman research scientists visited Lake Winnipesaukee, New Hampshire. It wasn't a fishing trip, however. As a Grumman Gulfstream I flew a series of low passes over the lake's Long Island, Ed Schneid, Ed Kamykowski, and Frank Swanson conducted an airborne survey looking for uranium, thorium, and potassium in the region's granite.

The search was the final segment of an Energy Research Development Administration (ERDA) contract to investigate the feasibility of improving airborne exploration of uranium with a Grumman developed "phoswich" gamma ray sensor. The "phoswich" concept can better screen out the "background", such as cosmic rays, that can distort readings. The company's Research department has been studying this type sensor, and has developed under government contracts special sensors for other applications.

During the flight over Winnipesaukee's Long Island, readings were taken from both the Grumman sensor and a sodium iodine sensor currently being used in airborne uranium surveys. According to Schneid, who headed the project, the "phoswich" sensor proved to be the more sensitive system.

ERDA has been researching various methods of performing airborne uranium surveys in order to expedite its National Resource Evaluation Program, a task that entails surveying the entire continental United States by 1981.

ERDA plans additional studies for applying the "phoswich" sensor to uranium detection.

Grumman would build a prototype that would be up to twice as sensitive as the sensors now being employed. "Besides the capability to detect weaker signals of deeper buried deposits," says Schneid, "the 'phoswich' sensor would also allow more ground to be surveyed in the alloted flight time."

Opening new lab on West Coast

This has been a productive year for Grumman's Military Space programs. To date, $16.9 million in research and development contracts has been awarded in 1976 by USAF Space and Missile Systems Organization (SAMSO), compared to last year's total of $2.3 million.

According to Don Imgram, director of Space Programs, these study awards are "seed contracts;" in other words, they have the capability of growing into major hardware programs.

Two of these contracts involve mosaic sensor technology, and in January 1977, Grumman will be opening a West Coast laboratory located in Newport Beach to support this thrust. The new facility, represents an expansion of the Plant 14 sensor development laboratory in Bethpage, is located near SAMSO headquarters in Los Angeles, and several subcontractors involved in this field of military space. Headed by Jim Fulton, the 30,000 square foot building will house approximately 100 people.

GRUMMAN plane news

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Coast office wins security award

This month the West Coast office of Grumman Aerospace Corporation at El Segundo, California, will be presented with a certificate of excellence for being a 1976 James S. Cogswell Industrial Award Winner. The West Coast office was among 34 firms out of 11,500 so cited for superior performance in carrying out security obligations on classified defense contracts.

James S. Cogswell awards are presented by the Defense Supply Agency of the Department of Defense to firms demonstrating superior security achievement that have Defense facility security clearance for work on classified contracts. Award winners are announced each year on the basis of criteria that include security consciousness and cooperation by management, effectiveness of employee security education and motivation programs, security practices and procedures, and the ability to sustain progressive security systems.

They had a ball!

It was just a month ago when 550 persons, Milledgeville Grummanites and their families, gathered beneath some stately Georgia pines to celebrate their second annual family get together. The weather was good—it was warm and sunny; the food was scrumptious—bar-b-qued hog, hot dogs, beer, soda, and ice cream; a live band provided some lively dance music; and Vice President Bill Zarkowsky had a couple of New Yorkers in tow to help kick-off the event. Visitors to Milledgeville included George Skurla, Grumman Aerospace Board Chairman and President who got the key to the city from Milledgeville mayor Bob Rice; Senior Vice President Ed Dalva; and retired Senior Vice President George Titterton. And they all had a ball!

Accepting Art-Photo show entries November 15,16,17

A gala rainbow display of Grumman talent will be exhibited at the annual GAA Art and Photography show in the Plant 28 auditorium from November 18-21.

All Grumman employees and retirees are invited to show off their mastery—whether it be in pastels, oils, sculpture or macrophotography. Entries will be accepted at the Plant 28 auditorium from noon to 1 p.m. and from 4 to 6 p.m. on Monday through Wednesday, November 15-16-17. Those at Calverton who wish to enter should contact Sal Cordaro, Ext. 6559; and at Great River, you should call Charles Greco, Ext. 2349. Both will arrange to have your entry at the Plant 28 showroom in time for the judging on Thursday, November 18.

All Grummanites, their families, and friends are invited to view the annual Art-Photo exhibit on the following days: Thursday, Nov. 18, 4 to 6 p.m.; Friday, Nov. 19, 11:50 a.m. to 1:30 p.m. and 4 to 6 p.m.; Saturday and Sunday, November 20-21, noon to 4 p.m.

This year's Art show categories are:

Oil, plastics, acrylics: (1) landscapes, seascapes, (2) still life, miscellaneous, (3) figure, portrait, (4) nature; Watercolor; Pastels; Black and white graphics; Sculpture; and Non-Objective, abstract, any medium.

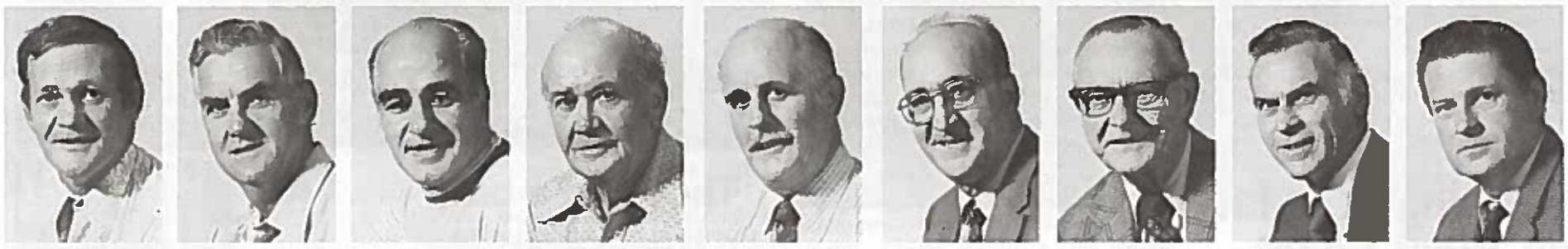
Paintings should be framed, wired and ready for hanging. Entry including frame should not exceed 48 inches.

In the three major Photo exhibit divisions—black and white prints, color prints, and color slides—the following classes will be judged: pictorial, nature, still life/abstracts, portraiture, nature, human interest, and close-up/macrophotography. There will also be a snapshot category which includes photos informally taken with a hand-held camera (maximum size 4x5 inches).

Color and black/white prints must be mounted and suitable for exhibition. Minimum size that will be accepted is 8x10 inches (not including framing). Slides, acceptable either in cardboard mounts or sandwiched between thin plates, must be correctly spotted for projection and identified with name, entry number, and phone extension.

For additional information, contact GAA, Ext. 2133 or 2269.

P. Hammers | J. L. Schwab | J. A. Zator | R. C. Galasso | R. C. Evans | J. L. Regensburg | G. Clark | H. Buhrandt | H. Niemeyer



G. E. Miller | A. Klobukowski | J. Sanfratello | J. Christiansen | R. D. Miccio | J. H. Henke | E. W. Seavers | R. G. Fossing | G. Wagner Jr.

S. Rosenberg | E. N. Hoogland | M. Axelrod | H. A. Pascoe | R. V. Edwards | H. J. Vormittag | J. F. Fantry | J. W. Mitchell | J. M. Ehrenfeld Jr.

service milestones

40

Francis Valentine, Controls (2)
Charles A. Salerno, Spot Weld (3)
Edwin T. Knoflicek, Plt. 14/26 - Inst. Mgmt. & Stf. (14)

35

Joseph E. Calapa, Prototype (1)
Peter Holley, Parts Paint (2)

30

William Wright Jr., Dets. & Subs. Fab. Mgmt. (2)
Edward J. Stachnik, Insp-Mech. (2)
Herbert White, Final Assy. (3)
Alfonso A. Ruggiero, Honeycomb Final (3)
Edward R. McNally, Trans-Ops. (3z
Ralph Waters, Structures (6)
Eugene Goltz, Flt. Test Mgmt. & Stf. (7)
Charles Bennett, Prog. Estimat/Pricing (30)
Joseph P. Hegel, ILS Admin. (35)
Herbert J. Wagner, Fluid Power (40)
Robert A. Veitch, Structural Des. (47)
Max Ross, PSS Housing & Property Cntlm (60)
Kenneth R. Johnson, F-14 Major Assy. (77)

25

Paul Hammers, Major Assy. (1)
John L. Schwab, Major Assy. (1)
John A. Zator, Fuselage Joining (1)
Ralph C. Galasso, Sub-Assy. (1)
Ronald C. Evans, Sub-Assy. (1)
Jesse L. Regensburg, Hydraulics (1)
Anthony S. Claro, Mfg. Tech. Prod. Serv. (1)
George Clark, Crew/Equip. Integration (1)
Harry Buhrandt, Release & Control (1)
George E. Ruggles, Insp-Elect. (1)
Henry Niemeyer, Press (2)
Gerard E. Miller, Alodine (2)
Anthony Klobukowski, Tanks & Ducts (2)
John M. Darrin, Hydraulics (2)
John Sanfratello, Hydraulics (2)
Alton F. Williams, Hydraulics (2)
James Christiansen, Propulsion Test (2)
Alfred Speranza, EB Weld Prod. (2)
Ralph D. Miccio, Stress Relieve & Hot Form (2)
Adolph McKnight, Prod-Cntl-Parts (2)
John H. Henke, Prod-Cntl-Parts (2)
Alan W. Spencer, Prod. Release & Analy. (2)
Eugene W. Seavers, Prod. Release & Analy. (2)
Richard G. Fossing, Methods Engg. (2)
Gustav Wagner Jr., Methods Engg. (2)
Seymour Rosenberg, Repair Control (2)
Edward N. Hoogland, Tool Control (2)
John Kashata, Cent. Storage & Retrieval (2)
Marvin Axelrod, ILS Elect. Engg. (2)
Stuart E. Buswell, Food Serv. (2)
Harry A. Pascoe, Veh. Liaison Engg. (2)
George F. Roberts, Insp-Mech. (2)
Robert V. Edwards, Conventional Mach. (3)
Henry J. Vormittag, Parts Paint (3)
William C. Stillman, Honeycomb Core Det. (3)
James F. Fantry, Wing Final Assy. (3)
John W. Mitchell, Honeycomb Final (3)
John M. Ehrenfeld Jr., Mech. Ops-Tech. Serv. (3)
John P. Murray, Mach. Ops-Parts Ctl. (3)
Douglas R. Hill Jr., Final Assy. Structure (4)
Joseph F. Specht, Prod. Cntl-Parts Cntl. (4)
William J. Munda, Sub-Assy. Major (5)
Michael Garone, Mech. Struct. & Proto. (5)
Robert W. Lynch, Plt. 14/26 - Inst. Mgmt. & Stf. (5)
Raymond Waters, Plt. 14/26 - Inst. Mgmt. & Stf. (5)
Louis F. Serapiglia, Prod. Release & Analy. (5)
Harvey C. Beyer, Food Serv. (5)
Charlotte Macklyn, Financial Op/Secretaries (5)
Hector E. Peraza, Instr. Test (6)
Alfred C. Falkowski, Paint (6)
Angelo Brandi, Structures (6)
Alvin Schaefer, Production Mgmt. & Stf. (6)
Salvatore Cordaro, Ops. Mgmt. & Stf. (6)
Frank R. Gregory, Trans-Ops. (7)
Arthur T. Seaman, Maint. Controller (7)
Albert R. Mead, Resources Mgmt. & Stf. (12)
John P. Sapieta, Maint-Rearrangement (14)
Robert Alleva, Analog Hybrid Computing (14)
William Riehl, Bethpage R. C. Mgt/Stf. (14)
Richard Griffith, ILS Sys. Implementation (15)
Genevieve M. Morris, Config. Data Mgmt. (15)
Thomas A. VanDeGriek, Prog. Mgt. (15)
William Tumilty, B/P Warehouses (17)
Edward M. Fitzpatrick, Trans-Ops. (20)
Fred Scheuerman, B/P Warehouses (21)
Frank J. Canade, B/P Warehouses (21)
James J. Duffy, Prog. Mgt. (25)
Lawrence Brazel, Escape/Surv/Arm/Pyro/Sys. (25)
Christopher R. Quinn, Sub-Assy. Major (27)
Charles Terembes, Major Assy. (27)
Harold Baumann, Maint-Rearrangement (27)
Ira Schottland, Prod. Ctl-Parts Cntl. (30)
Victor MacLaughlin, Repair Control (30)
Alexander Caramanica, Release & Control (35)
Harry W. Bratchie, Admin. Mgt. (35)
Meador P. St. Clair Jr., QC Qual. Engg. (35)
Edward J. Bernier Jr., Prog. Contracts (35)
Joseph E. LoPresti, Ctr-Sect. Major & Subs (36)
Robert Rietschel, Final Assy. (36)
Thomas Nogan, Prod. Cntl-Parts Cntl. (36)
Frederick L. Opfer Jr., Maint-Rearrangement (36)
Peter Frissina, TS Mfg. Mech. Fab. (36)
Edwin Lobl, Training & Develop. (39)
James W. Bush, Prog. Mgt. (40)
Irwin Solomon, Mfg. Estimates (40)
Salvatore P. Sarro, Methods Engg-GSE (43)
Quincy Bauer, Insp. Elect. (44) Herman Theilmann, Insp. Elect. (44)
Frederick Kindl, Fuselage Assy. (77)
Carl L. Sorenson, Electrical (77)
Richard Bartick, Production (88)
Douglas T. Zorie, Production (88)
George O. Gifford, A/C Sys. Serv. (90)

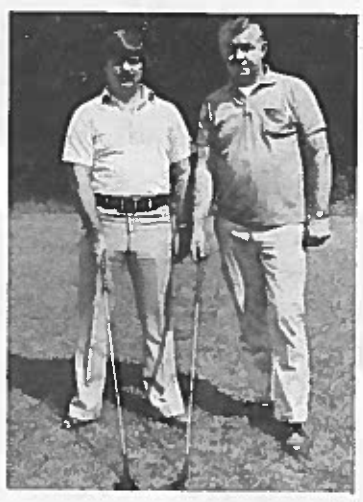
●

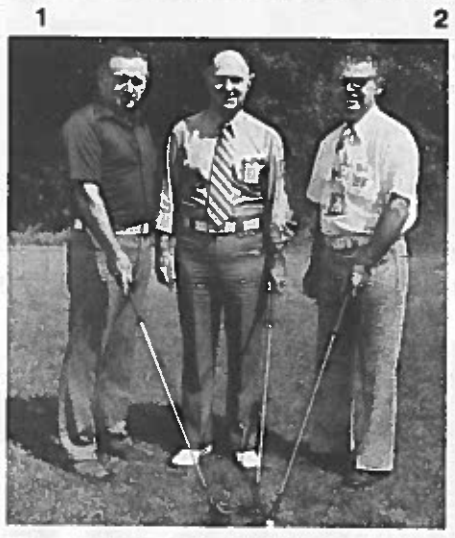
Also in this month's photo coverage are eight people whose photos were unfortunately printed with the wrong names in September's listing: Sadie Amico, Harold Phillips, Robert N. James, Henry Dreyer, Stanley F. Johnson Jr., Leonard T. Bascone, Robert Fortin, and Charles Waldeck.

20

James C. Warner, Fuselage Assy. (1)
Thomas Rebele, Fuselage Assy. (1)
Harold B. Johansen, Fuselage Joining (1)
James R. Szegfu, Final Assy. (1)
Edward C. Merriam, Config. Data Mgmt. (1)
Jack J. Corrado, Prototype (2)
William J. Merrick, Hydraulics (2)
Anthony Furguiele, Form Block (2)
Maximilian J. Riedener, Cent. Storage & Retrieval (2)
Leonard Ambrosino, Employee Serv. (2)
Gordon W. Hooper, Employee Serv. (2)
William Podlofsky, Conventional Mach. (3)
Joseph Hartnett, Engraving (3)
Clarence Prutting, Engraving (3)
Louis M. Pusano, Honeycomb Prep. (3)
Stanley Thorsen, Mach. Ops-Parts Control (3)
Edgar McKelvay, Maint-Rearrangement (3)

1976 GAA Golf League Champs





1. **Hawkeye** (L to R) John Cezniak, Art Cooley, Joe Siniscalchi, Bob Hendel
2. **O.E.&M.** Mike Bergin, Al Politi
3. **Bearcat** Al Lenardo, J. Zator
4. **Blue** John Roman, Bob Verzera, Stan Burns (not pictured—Roger Samios)
5. **Hauppauge Swingers** Ray Newcomb, Hal Stanley (not pictured—Hank Wagner, Ray Lepenski)
6. **Program Mgmt.** Robert Jasinkonis, Tom Kennedy, Ziggy Niewierowski
7. **Echo** Herb Matthews, Pete Bergeman
8. **Gray** Bob Locke, William Merino, Bill Tebo, Ralph Barth
9. **Tiger** Don Swezey, Paul Nilsson, Norm Wright
10. **Ike** (kneeling)—Irwin Solomon, Bernie Cody, Walt Haacke (standing)—Adolf Troje, Ray Wisnieski, Peter Johnson, Forrest White (not pictured—Jim Richter)

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11. Green George Laduzinski, Lou Kubat, George Burkhardt
12. Hackers Gerald Altmann, Stephen Kostik, Clem Kleinmann, Joe Whelan
13. Swingers Bob Maher, Don Kaley, Ellis Hyers, Erwin McCalla
14. Runamucks Tony Rubertone, George Olsen, Grover Hart, Bill Kamps
15. Purchasing Joe Lennon, Jim Duffy, Bill Phillips, Ed Gatz
16. E.D.P. Art Thomasson, Joe LoCicero, Jim Dalman, Jerry Marks
17. Accounting Bob Ingram, Joe DeRiso
18. Flying Lynx Jim Alverson, John Morrison
19. Intruder Norm Petersen, Marty Errante, Pat Moro, (not pictured—Curtis Van Valkenburg)
20. Pubs Duffers Raoul Dugé
21. M.E.D. Nick Cozza, Stan Sklarow, Jim Lemyre (not pictured—Ed Schmidt)
22. Gulfstream Jack Woods, Joe Ivers, Ken Korsberg (not pictured—Walter Karpinski)
23. Facilities Engg. Gerald Berman, Ed Allen

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24. Tigercat Herb Schiller, Phil Wagner, George Franke, Bud McKenzie, Al Pennisi

25. Tournament Furey Capone, Pete Polesso

26. Measurement Std Mike Allegra, Mike Cardella, Dick Derrigan

27. Top Flight Dane Merritt, Dick Fossing

28. Support Joe Sardi, Tom Maurici

29. Masters Dan Knowles, Steve Kalman

30. Tomcat Ken Smith, John Lampasone, Fred Gregory (not pictured—Red Coombs, Steve Kish)

31. Lunar Links Dick Lindstrom, Dan Pierce (not pictured—Bill McKenna, Bert Schauer)

32. Pl. 66 Snakefighters Mike Salvador, Faye Little, Bob Mellor, Frank Ambrosio, Steve Comer, Bob Warren

33. Pl. 77 Sunshine Joe Perniciaro, Dave Reese, Bob Odum, Steve Dixson

34. Women's Wednesday Night—Pauline Pearson, Mary Flacksenberg

Design by Ted Kole

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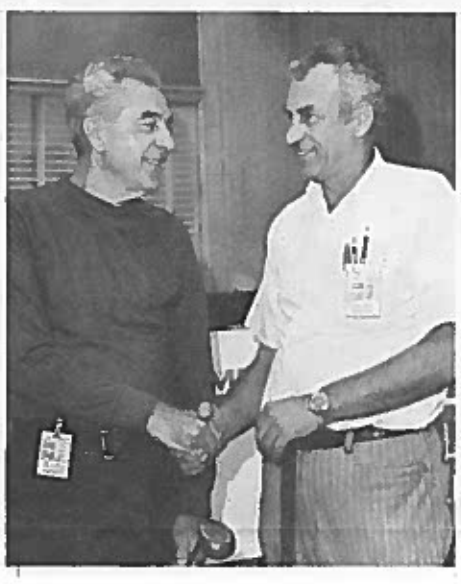

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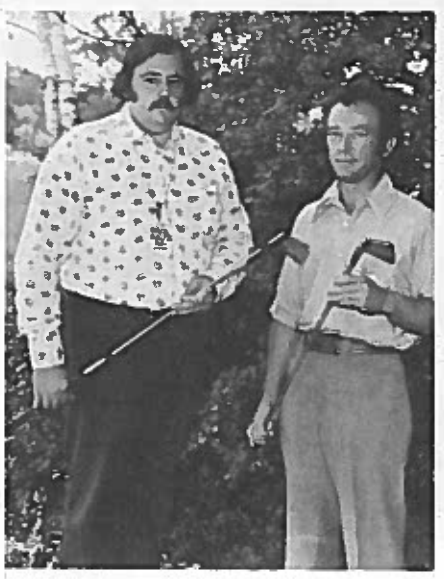

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35. Women's Tuesday Night Marge Lanzisera, Kay Herring
36. Women's Thursday Night Peggy Bunzel, Lyn Prager
37. Wyandanch Tuesday G. Ratushny, Jim Moynihan
38. Wyandanch Friday George Pennecke, Tom Kondos
39. Peconic Bob Rieger, Don Bartolo
40. Flight Test Center Dick Orr, Jim Romanski
41. Avionics Ed Sautkulis, Hugo Ritucci
42. Engineering Stan Coljeski, Bernie Zukowski

43. Weather Beaters John Stark, Joe Conlon, Otto Peters, Dick Goedtel
44. Great River Green Morris Benny, John Neville
45. Worm Burners Harry Ramberg, Frank Haefele
46. Women's Dix Hills Roseanne Maglione, Marilyn Bunzel

GRUMMAN plane news
A SPECIAL SUPPLEMENT OCTOBER 1976

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Frank DiStefano, Tech. Req. (15)
George W. Schwarze, Rec-Insp-Plng/Methods (24)
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Edwin P. Bryant, Wing Sub-Assy. (36)
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Gerard F. Weckerle, Prod. Control (43)
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John P. Pekar, Production Mgt. (66)
Martti Abrahamson, Operations (66)
Leo A. Featherstone, Cnctr. Maint. Serv. (75)
Virgil Clerico, Prod. Mgmt. Ops/Stf. (77)
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Charles M. Smith, Release & Control (1)
Stuart P. Anderson, Engg. Resources (1)
Errol L. Carr, Maint-Rearrangement (2)
Donald M. Fichtenmayer, Conventional Mach. (3)

Luca J. Tribuzio, Center Sect-Final (3)
Thomas C. Graziose, Honeycomb Prep. (3)
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Theodore Placek Jr., Config. Data (6)
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Morton B. Shedrofsky, QC Qual. Engg. (25)
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L. Brazel

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A. Caramanica

H. W. Bratchie

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Q. Bauer

Tailhook provides pilots safe carrier homecoming

The tail hook of the F-14 is not one of its more outstanding features, but without it a carrier pilot couldn't get home. There is no safer way to stop a plane coming in for a carrier landing at a rate upwards of 100 knots in the space of 270 feet. With the hook, a pilot can grab an arresting cable and come to a quick but safe stop. So it's understandable why carrier pilots depend on a tail hook's reliability.

The same high standard of workmanship and quality control goes into the manufacture of a tail hook as goes into the most sophisticated electronic instrument aboard the plane. Tail hooks for the F-14, A-6E, EA-6B, and E-2C are manufactured in Plant 2. They're flash welded in the Steel Parts Department of foreman George Ford and are then sent for hardening to the Heat-Treat Department. Afterwards, they are inspected for quality and reliability before being installed on Grumman planes.

The hook of the F-14, for example, is made of three almost equal sections of hollowed steel that are welded together to form the seven-and-one-half foot shaft of the 65-pound hook. One end of the shaft is joined to the fuselage; a metal "toe" attaches to the other end for grabbing the carrier arresting cable.

According to Fred Cusumano, keyman in Flash-Weld, the welding machine forces together the pieces to be joined as a 10,000 amp electric current passes through the butted ends heating them to a molten 1,800 degrees. As this 35-second process is about to end, a 100,000-pound-force of compressed air slams the two units tighter together for three-tenths of a second and the weld is completed. During the process, a great shower of sparks flashes from the weld.

Now that the tail hook is a welded unit, it's ready for the next phase of manufacture in the Heat-Treat Department. Ken Carlson, keyman for Heat-Treat, says the process relieves any stress caused to the steel hook during welding and hardens it to specifications. A 1,700-degree heat removes the stress and "normalizes" it. More heatings, one to 1,600 degrees and two to 600 degrees, each followed by a cooling period, temper the metal to the hardness required.

Switch check. Bob Lavelle, avionics technician Plant 7, checks tail hook switches in cavity of F-14 fuselage. (Photo by Gerry Costello)

Reliability tests

When the tail unit is tempered, it's manufacture is complete and Quality Control then examines the job. Specimen metal rods, processed along with the tail hooks, are tested to determine whether or not the steel has reached its specified hardness. The steel tail unit is also tested for cracks, which may not be visible to the human eye, that can develop from the heat treatment. A solution of oil and iron particles is sprayed on the steel, an electric current applied to the metal, and the magnetic field set up by the current causes these iron particles to gather over any crack that may have developed in the metal.

It then becomes the job of Pat Troise, lead inspector for Quality Control, to test the strength of the unit with a Baldwin tensile machine. When the hook holds together, after the machine tries to tear it apart with 160,000 pounds of force, Troise says that means it's strong enough to do the job. According to him, the tensile machine has never broken an F-14 weld yet, even though test specimen sections are subjected to upwards of 500,000 pounds of pull. Another inspection is made for minute cracking in the steel after the tensile test.

The tail hook is ready to do its job—getting a carrier pilot home safely. After so many tests and inspections to insure its reliability, the hook is barely visible in aerial photographs of the sleek and powerful Tomcat, but it's there, tucked away under the fuselage—ready when needed.

More service milestones

(Continued from page 5)

Anthony Ortiz, ILS Tech. Illus. (34)
Leonard H. Wright, Performance (35)
William J. Crabill, Insp-Mech. (35)
Joseph E. Kmiecik, ILS Servo/Trng. Dev. Engg. (36)
Ardith A. Tepedino, TS Dept. MgtStf. (36)
Henry G. Brohm Jr., Prod. Supv. (43)
John N. Danza, Status & Control (43)
Robert L. Hoffer, Methods Engg. A/C (43)
Michael Miliore Jr., Methods Engg. A/C (43)
William F. Oechsler, Elect. Liaison Engg. (43)
Raymond J. Atwood, Inventory Mgt. (44)
John E. Jeransky, QC Supplier (89)

Credit Union notice

Hurdman and Cranstoun, Certified Public Accountants, acting on behalf of the Supervisory Committee of the Bethpage Federal Credit Union has recently forwarded confirmation requests as to share and loan balances to members, whose permanent number ends with an odd digit.

This is a routine audit operation prescribed by Federal Regulations for protection of the members. If the final digit of your permanent number is odd and you DID NOT receive a confirmation request, please tear out this notice, write your name, permanent number and telephone extension in the space below, and forward through inter-office mail to Hurdman and Cranstoun, Plant 30.

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Dunayer steers stagecoach into winner's corral

Although Harold Dunayer won the Best in Show award with his model stagecoach for the 1976 Hobby Show, it was not his first experience as a top winner. A couple of years ago he was also ranked Best in Show during the annual photography exhibition for a black-and-white portrait picture. On other occasions he's won prizes for color-slide work and construction of a model drill press.

A member of the optical engineering group in Plant 2 and a tool designer by training, he says, "It's because of my interest in tools and their capabilities that I decided to build a stagecoach. It's modeled after a coach once built by the Concord, New Hampshire, Coach Company and used by the overland stage line between New England and St. Louis in the early 1800's. What amazed me, when I saw it one summer, was its high degree of craftsmanship and intricate work that was produced by very primitive tools. I thought it would be a good idea to make a model of one and let everybody see what an early American coach looked like."

Harold estimates that he put close to 2,000 hours of work into his project, including brazing, wood carving, building assembly fixtures to shape wheels, painting, and leather work for wheel springs, upholstery, and luggage. He says it was all worthwhile since, "I enjoy competition and I wanted to win at the Grumman show because the challenge is exceptional."

The competitive spirit and an eagerness to take on a challenging subject also moved Tony Bambino to enter the show and claim the retiree Best of Show award. He summoned up an early memory from his youth in "Little Italy" in Manhattan and carved a wooden replica of a six-piece Italian street band.

"I picked that subject because it's a happy memory and is difficult to produce," Bambino says. "Each player has its own individual build, clothing, face and way of holding his instrument as he plays in the band standing on the cobblestone street." Bambino recalls that he has always wanted to create things with his hands, and besides woodcarving he also paints in oil and watercolor.

Some show participants became involved in their hobbies quite by accident. One such exhibitor, Bob Kappenberg, took first place in Collections-Miscellaneous with his presentation of American silver souvenir spoons dating from 1890 to 1934.

"One day I went to a garage sale to see what it was all about," says Kappenberg, "and I saw a collection of spoons that I thought would make a decorative setting. I bought the 25 pieces for $25, cleaned and polished them, and they looked so good I had them appraised and found they were worth $700. I've been collecting commemorative spoons ever since. Now I belong to two national organizations of spoon collectors and have a small library on the subject, but I've never again made a buy like that first one."

Tony Bambino

Other winners in this year's Hobby Show are (in order of their placement):

Ceramics—Bernard Lang
Collections-Coin—Kenneth Hale
Collections-Stamp—Kalvin Pogoloff, Robert Selock, John Pastoral
Collections-Misc.—Robert L. Kappenberg, Ed Remski, Milt Radimer
Crocheting—Ellen Drasser, Josephine Gorlesky, Gloria Crevoiserat
Embroidery—JoAnn Kamm, Jean Schoendorfer, Barbara Moore
General—Lillian C. Koch, Sandy MacCulloch, Merril Sturman
Knitting—Veronica Coletti, Mildred Reh, Rae Fontana
Leather Work—Joe Thomson, Louis Klose, Bernard Lang
Metal Work—Stan Zadroga, Albert Dierberger
Models-Misc. (kits)-Harold Dunayer, Sal Sciascia, Ray Hoene
Model Planes (flying-scale)—Joe Kaltenback, Wally Zober
Model Planes (flying-nonscale-original)—Jack LaCara, Wally Kranz
Model Planes (nonflying-scale)—Jim Carmelitano, William Barto, William Fleming
Model Railroads—Thomas Rothwell, Ray Muntz, Don Colquhoun
Needlework—Marilyn Horowitz, John Warankiewicz, Grace Bauer
Sewing—Frances Azzarello, Lillian Baldissard, Frieda Petty
Ship Models (kits)—William T. Kennard, John Massaro
Ship Models (original design)—John E. Lanphear, DeWitt Blossom
Ship Models (scale)—Lou Petersen
Woodcarving—Wallace Bischoff, Walter Smith, Anthony Zolek
Woodwork—Armando Nicoli, Aage Pontoppidan, Anthony Zolek

Winning entry. Harold Dunayer explains his Best of Show coach to Bob Bohlander, F-14 program director, who presented awards at Hobby Show. (Photo by Bob Settles)

obituaries

KEELER SARGENT of Corporate Contracts, Plant 5, died October 8 at the age of 62. He had been working with Grumman since 1961 and lived at 10 Hilltop Drive, Bayville.

ROY A. THORSTENSON of ILS Technical Writing, Plant 34, died October 13 at the age of 33. He had worked for the company since 1966 and resided at 5639 Netherlands Ave., Bronx.

WILLIAM BURDICK KING of Support Equipment Services, Plant 15, died October 15 at the age of 58. He worked for Grumman since 1966 and lived at 503 Sweet Hollow Rd., Melville.

Personal

The family of Kenneth Nicklas would like to thank all our friends at Grumman for their kindness during our recent bereavement. **Gerri Nicklas**

We would like to thank our many friends at Grumman who helped lighten the loss of my father through their kind expressions of sympathy. **Lou Epaminonde and family.**

scorecard

Plant 77 in Stuart, Fla., recently fielded its first women's softball team. In their first outing, the women defeated the U.S. Army team, 10-2. One player that the team should draft immediately is Sandy Bell of Tech. Ops. She was recently honored as the Juno-Jupiter Ladies Softball league's "most improved player." Congrats, Sandy!

Nets tix

The next discount night at Nassau Coliseum will be Friday, November 26, when the N.Y. Nets take on the Atlanta Hawks. Tickets—$7 seats for $4—are now on sale at the GAA building. Future Grumman nights with the Nets are: December 10 against Detroit Pistons; and December 29 against the Seattle Sonics. For more info, call GAA on Ext. 2133/2269.

Winning ways

In a crucial L.I. Industrial league tennis match, the second-place Grumman Blue varsity met the first-place Grumman Gold squad for the third and final time in regular season play. The two previous encounters between the top league title contenders resulted in a split. This time, however, the Blue team squeezed out a three-point victory, 48-45, and, a first place tie with the Gold. Each game won counted one-point toward the team total.

At number one position, the Gold's Bill Jaklitsch and Craig Langwost took on Al Kirillin and Tom Guarino, and won, 6-3, 7-5, 6-5. Number two match went to the Blue varsity, when Bill Wenzel and Joe DeStefano trimmed the Gold's Dick Reade and Gus Spyridon, 7-5, 6-3, 6-3, thus giving Blue a two-point edge. The third doubles contest, it was a nip-and-tuck affair. Andy Kaufman and John Hsu lost two out of three sets to the Gold team of Gerry Fogel and Norm Dvoskin, 6-7, 6-2, 4-6, but still won the match 16-15.

Though they moved into first place residence, the Blue team still had an important match remaining with last year's league winner, Photocircuits. That match proved to be the wildest of the season. On the number one court, Photocircuits took the lead by downing Kirillin and Guarino by two sets and four points, 6-3, 6-4, 4-5 (regulation time ran out). The number-two match was again disastrous as Photocircuits beat Andy Kaufmann and John Hsu 6-7, 6-1, 6-2. That left the Blue team down 4 sets to 1 and losing by 12 game points, with the number three match to go.

Then Jay Leng and Bill Wenzel went on a rampage, sweeping all three sets and winning a total of 12 points (the maximum allowable), 6-2, 6-1, 6-3. Now the match was tied at 40 points. League rules called for a nine point tiebreaker to be played between the number one teams. Kirillin and Guarino had regained their composure by this time, though, and swept the tiebreaker 5 points to love. The first place league tie with the Grumman Gold team had been preserved.

Volleyball victors. Rudy Avitable (L) and Charlie Greco (R) present awards to members of the Great River volleyball league champs, the Fergins: (L to R) front row–Cindy McKendrick, Beverly Ray, Karl Stahl; back row–Stan Stone, Paul LaMonte, Bill Manning, Rick Pascucci, Artie Kiengle. (Photo by Rich Breunig)

Tee winners. Milledgeville, Georgia, was the site of the second annual 36-hole William M. Zarkowsky Golf Classic. Vice President Bill Zarkowsky (2nd L) stands with the winners (L to R); Steve Comer, low gross; Jim Hicks, low net; Mike Salvador, 2nd place; and Jim Lagerstedt, 3rd place.

Classic champs. Winners of this year's Great River 'Doc Tripp' golf classic are: (L to R) Joe Conlon, Otto Peters, John Start, Randy Miller, Dick Goedtel, Steve Cholewka, Lou Agiesta, and Steve Darcy. (Photo by Rich Breunig)

GRUMMAN plane news

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